Fleeing Driver Action Plan – Quarterly Report (August 2019)

Please note that the table has been arranged according to the indicative timeframes for delivery

Indicative timeframe – July 2019			
Recommendation	**Scope of action**	**Progress to date**	**Next phase**
Recommendation three: Police will review the policy against the findings of the Review and make any necessary adjustments to the fleeing driver policy and standard operating procedures to ensure that they remain fit-for-purpose, and support the effective management of fleeing driver events.	3.1. Create a new pursuit warning given by the dispatcher at the commencement of a fleeing driver event, based on the TENR risk assessment framework, with specific standardised questions which address threat and the necessity to pursue. 3.2. Assess the proposal to empower dispatchers to direct abandonment of a fleeing driver event up until the point at which the Pursuit Controller takes command of the event. 3.3. Specify that a one-person unit should be replaced by a two-person unit as soon as practical to facilitate sharing of the mental task (driving and communication) 3.4. Confirm that District Command Centres have no command over fleeing driver events. 3.5. Require the person abandoning a fleeing driver event to broadcast to all units their reason for abandonment.	As the Review emphasised, the principles underpinning the fleeing driver policy remain fit for purpose. However, it recognised that there may be opportunities to enhance the guidance provided to staff. A working group was established to review the current policy to understand whether some of the guidance required strengthening. The review has focused strongly on enhancing the guidance around risk assessments, including at the pre-initiation phase to mitigate the risk of vehicle stops escalating to pursuits. Police has also explored ways of strengthening the focus on the need for post-event follow up. Police is conscious that there could be minor policy adjustments made as other work-streams are delivered. The organisation needs to effectively manage any potential change fatigue that may result from continuous policy updates. Consequently, Police plans to undertake a single nationwide implementation in synchronisation with the delivery of training improvements.	A revised draft of the policy is currently going through quality assurance and focus group testing to ensure that the suggested changes are operationally practical and meet the overall objectives of reducing harm and safely managing fleeing driver events. Police will develop a communications and a training plan to ensure that updated guidance is messaged to staff.
Recommendation six: Police will review the Air Support Unit's (Eagle) involvement in the management of fleeing driver events, and clarify the role that they play if necessary	6.1. Review the current role of Air Support Unit in the command and control structure. 6.2. Identify opportunities where the role of the Air Support Unit could be formally extended – for example, empowering authorised follows.	Police has undertaken research to understand how other jurisdictions utilise air support capability for managing fleeing driver events. This has included looking at the specific policies of some Australian Police jurisdictions. This information, along with the findings of the review, has informed the development of a draft discussion document. A working group, consisting of a range of internal stakeholders and a stakeholder from the IPCA, has been established. Issues identified in the draft discussion document were explored during a workshop session with the working group in July. The purpose of this workshop was to clarify the command and control roles and responsibilities of the air support unit (ASU) during the management of a fleeing driver event. The discussions from the workshop are currently being incorporated into an updated discussion document, which will be consulted on further with the working group. While this work-stream had a tentative timeframe for delivery of July 2019, work is still ongoing. This is partly due to the complexity of the issues, as well as a delayed start date.	A final report will be presented to the Fleeing Driver Action Plan Governance Group for consideration by 30 September.

Indicative timeframe – October 2019			
Recommendation	**Actions**	**Progress to date**	**Next phase**
Recommendation four: Police will investigate allowing units to undertake a non-compliant vehicle stop on offending vehicles that have been successfully spiked and are travelling at low speeds, to mitigate risks and improve the safe resolution of fleeing driver events.	4.1. Undertake a review of international current practice for non-compliant vehicle stops for fleeing vehicles with deflated tyre(s). 4.2. Assess the feasibility of introducing this option, including the costs, benefits, risks and training implications.	Police has collected information from a range of sources to help build a picture of how non-compliant vehicle stops are, or have been used, as a pursuit management tactic. This has included reviewing policies from a number of Australian Police jurisdictions, and reviewing the international literature. A comprehensive review of previous New Zealand Police use of this tactic (and similar tactics) has also been undertaken. Data has also been obtained from a number of internal sources to help understand current training, costs and risks.	A discussion document will be developed, drawing on the information gathered from a wide variety of sources. A workshop session(s) will be held with working group members, where issues raised in the discussion document will be discussed. A discussion document will be presented to the Fleeing Driver Action Plan Governance Group by the end of next quarter.
Recommendation seven: Police will explore ways of improving Communication Centre's access to real-time information, including through the potential adoption of new technology, and in partnership with our sector partners.	7.1. Identify opportunities to livestream external CCTV footage into Comms Centres. 7.2. Explore the option of upgrading the down-link technology on the Air Support Unit to reduce current delays in video signals to Comms Centre. 7.3. Investigate the use of location technology for National Communications incident resource deployment and management during events. 7.4. Investigate the availability of additional technology that could help strengthen the management of fleeing driver events (e.g. dash cameras)	Police is continuously looking at ways that technology can enable our staff to deliver against Our Business. Prior to the release of the Report, Police was already investigating and implementing changes that will complement the work being undertaken through the Fleeing Driver Action Plan. **Livestreaming of external CCTV footage** Police has remote access to live camera feed from the Traffic Operations Centre (TOC) across the three Comms Centres, although currently this footage is only accessed on an ad hoc basis. The footage can be accessed through the computer terminals, but only South Comms currently has the ability to display the video feed on a video wall within the Comms Centre. **Remote controlled tyre deflation devices** Police has also been testing remote deployment capability and effectiveness of remote controlled tyre deflation devices (TDDs). Remote controlled TDDs offer increased staff safety, enabling staff to deploy the device from cover. In June 2019, Police undertook controlled testing of a remote controlled TDD, testing the device under different speed conditions, using different vehicles (including a heavy motor vehicle), and indifferent roading environments (drag strip testing and gravel road). **New pursuit management** Police has also been investigating new pursuit management technologies to support front-line staff involved in fleeing driver events. In anticipation of the report's release, Police put a Request for Information (RFI) out to market in February via the Government Electronic Tender Service (GETS) process. The purpose of this RFI was to explore available pursuit management technologies and interventions that aid in the reduction in death and serious injury caused by fleeing drivers. Fourteen responses were received from a multitude of vendors providing information on TDDs, Drones, GPS trackers just to name a few. **Upgrade of Air Support Unit video feed** An upgrade for the Air Support Unit video feed was introduced as part of the official launch of the Air Support Transition project on Friday 12 July. This will enable close to real-time transmission of video footage to Comms Centres. **Deployment and Safety (DaS) app** Police has rolled out the DaS application nationally. DaS provides real-time visibility of staff location, enabling Comms, the National Command and Coordination Centre and District Command Centre staff to see an officer's location on their screens with the web application. . Over time, this information will be integrated into the CAD system used by Dispatchers with automatic sign-in deployed. There is also a rapid sharing mode which enables the frequency of the location updates to be increased, to provide more accurate, real-time location data.	**Livestreaming of external CCTV footage** Further work is required to understand the opportunities of utilising other CCTV networks to facilitate ability to remote track fleeing vehicles across the roading network. Police will also investigate the business requirements for ensuring that external live video footage is effectively supported through Comms Centres. **Remote controlled tyre deflation devices** Police will be conducting an intervention logic mapping (ILM) workshop in September to ascertain the relative costs and benefits of remote controlled TDDs, before making recommendations for future options. **New pursuit management** A review is currently being conducted on the respondent's information. A paper will be presented to Police's National Road Policing Centre Business Capability Steering Group in September. This paper will include potential options for further exploration, and outlining what other jurisdictions are doing in this space.

Indicative timeframe – October 2020			
Recommendation	**Actions**	**Progress to date**	**Next phase**
Recommendation one: Police will review the Police Professional Driver Programme (PPDP), including current driver classification systems, to identify opportunities for improving staff understanding and application of TENR during fleeing driver events	1.1 Review TENR and fleeing driver components of recruit driver training, specifically whether it adequately addresses decision-making under pressure, communication requirements and protocols, reporting requirements. 1.2 Review TENR component of PPDP reassessment programme. 1.3 Review PPDP silver/gold driver classification and whether it is fit-for-purpose for enabling staff to safely and effectively pursue fleeing drivers	Police has undertaken a review of the recruit driver training, including reviewing the current training materials and engaging with a number of subject matter experts. This work has highlighted that there are significant opportunities to strengthen the nature of the training that recruits receive, with a particular emphasis on introducing scenario training. The Recruit Driver Training package is currently being refreshed, which includes a clear focus on fleeing driver training and decision making. Police is currently reviewing the TENR component of the current PPDP assessment. This work has already identified a number of ways to strengthen the training and assessment process, including the potential to model the delivery of this training and assessment to align with how we train and assess other tactical options. Police has initiated a review of the silver/gold driver classification, and although this work is in its early phase, early opportunities have been identified.	The focus for the next phase will be on completing the current state reviews, and reporting back to the Steering Group on the opportunities.
Recommendation two: Police will improve the skills, knowledge and experience of all staff involved in fleeing driver events, through different learning channels, to enable robust decision-making and support the effective management of events.	2.1. Provide more extensive fleeing driver event training with a specific focus on: risk assessment and decision-making, pursuit commentary and radio discipline, TDD use, and inquiry phase. 2.2. Explore the relative delivery effectiveness and efficiency of different learning channels – for example, refresher training, line-ups, debriefs, review of footage from Air Support Unit. Increase the use of scenario-based training. 2.3. Develop TENR training scenarios, including Comms Centre scenario and roles for frontline staff. 2.4. Investigate the feasibility of introducing simulator training. 2.5. Investigate opportunities for Comms and frontline staff to get on-the-job experience of the other's role. 2.6 Enhance Comms training and frequency for dispatchers and pursuit controllers to improve understanding of frontline roles, responsibilities and decision-making during events. 2.7. Strengthen TDD training, and identify opportunities for ensuring staff are confident and competent in using the devices. 2.8. Develop best practice for use of TDDs, drawing on international practice and experience.	Police has engaged with a number of key internal stakeholders to understand how fleeing driver training is currently delivered across the organisation. This has involved looking at both formal and informal training, and understanding how this training is tailored at the workgroup level. Police are developing a number of scenarios for use in training. These scenarios draw on a range of data sources to provide rich detail for staff to more effectively understand how TENR can and should be applied in the management of fleeing driver events. Police has investigated how simulator training can be incorporated into the training environment. Police has approached the trainers and suppliers of a simulator from the United States, and is currently exploring whether there is an opportunity to trial their technology. Police has also canvassed Australian Police jurisdictions to understand how they may be utilising simulators and scenarios. A review of the current state of Comms training has been initiated, with a view of understanding the opportunities to enhance the nature and frequency of the training. A review of the current state of TDD training has also been initiated. This has already indicated opportunities to make enhancements, which require further consideration.	The focus for the next phase will be on completing the current state reviews, and reporting back to the Steering Group on the opportunities. Police will also look to test the scenario training being developed, alongside exploring the ability to undertake a simulator trial.
Recommendation five: Police will strengthen the accountability mechanisms of fleeing driver events, including improvements to post-event follow up, district review, and national oversight processes.	5.1. Create a new CARD/NIA event code for a fleeing driver event. 5.2. Introduce a requirement for officers to result the event as reported (K6) or arrest (K9), record the event in NIA and complete follow-up inquiries if appropriate.	Police have completed their review of the current state and determined that the national oversight and accountability of Fleeing Driver events is not as robust as the accountability mechanisms employed elsewhere in the Police – for example, for use of force. This is in-part due to legacy system issues which do not support timely, comprehensive and structured data being captured around a Fleeing Driver	Police will look at options for redesigning the current reporting and review process for fleeing driver events, to strengthen oversight and effectively support continuous improvement. Police will continue to progress the development of a business case to support these system changes.

| | 5.3 Review the current fleeing driver notification form to ensure it remains fit-for-purpose. Enable the recording of additional event characteristics in the event notification, such as passenger details, the number of TDDs deployed (and their effectiveness), and the NIA file number.

5.4. Assess the benefits of transferring the fleeing driver policy to Response and Operations group, to ensure alignment and consistency with the tactical options accountability framework.

5.5. Assess the benefits of incorporating the fleeing driver notification form into the tactical options reporting database.

5.6. Assess the feasibility of introducing the ability for District Reviewers to review the Comms audio recording as part of their review process.

5.7. Establish a mechanism for national oversight of fleeing driver events. | event. This hinders the promotion of good practice and holding offenders accountable.
An internal investment proposal has been approved to prepare the business case for moving the capture of Fleeing Driver event information onto a new platform to align tactical option reporting. | |
| **Recommendation eight:** Police will commission further research and analysis of fleeing drivers to improve our understanding of drivers' motivations for fleeing, including a focus on young people and alcohol/drug impaired drivers. | 8.1. Commission research provider to undertake research/behavioural insights work, looking at the behaviours/motivations of specific cohorts of fleeing drivers – including young people, and those with drug, alcohol and/or mental health issues.

8.2. Improve the use of post-event interviews with fleeing drivers. | The Evidence Based Policing Centre are responsible for delivering six tranches of research examining the motivations of fleeing drivers, with a particular focus on young people and alcohol/drug impaired drivers. The first research question is focusing on what can the literature on young people's perceptions of Police, and their general driving behaviour (e.g. risk perception and attitudes) tell us about their likely motivations to flee Police? This research will help inform the future tranches of research.

An advisory group has been established, consisting of internal and external stakeholders, including the Chief Science Advisor Justice Sector (on recommendation from the Children's Commissioner), Oranga Tamariki Youth Justice and an iwi representative. | The first research report will be delivered by 30 September. The second tranche of research will be initiated following this. |